



**TPAC Committee Meeting
DRAFT Minutes
April 28th, 2021**

Attendance: Carol Gossett, Deane Funk, Ted Hendryx, Janet Grayson, Tina McNerthney, Susan Pearce, Ryan Hashagen, Julie Bennett, Juliana Lukasik, Mike Sellinger

Advisors: Kristan Alldrin (PBOT), Darin Lund (TriMet)

Guests: Francesca Jones (PBOT), Briana Orr, Michelle Sprague, Chris Armes (PBOT)

Staff: Kate Merrill, Adrienne Chaillé, Nyla Clark, Becca Olson Kling

Welcome, Meeting Goals, Minutes

DFunk welcomes the attendees to the meeting.

Approval of March 2021 Minutes:

The Committee approves the March minutes unanimously.

Public Comment

MSprague addresses a freight issue at SE 11th & 12th Avenue, and would like to send stills from video footage of cars going south on a northbound street to avoid the train. KMerrill says that the video should be sent to KMerrill, AChaillé, and FJones. FJones will need our help to know how this is impacting commuters. KMerrill says that one of the best ways to address this traffic and safety issue is to work together on a large study of the Rail line in our district.

Updates:

New TPAC Members

AChaillé introduces two new TPAC Members- DFunk and THendryx from Pacific Coast Fruit. THendryx introduces himself and shares that he has been in the district for the past 30 years and watched the area transform over the past few decades.

Healthy Business Program

KMerrill shares that PBOT has extended the Healthy Business Program through the end of October, and encourages the utilization of the program as we enter into a new wave of COVID restrictions.

Plaza Activations in the District

AChaillé updates on Escuela Viva's street plaza project. They will be partnering with PBOT, and hope to partner with We All Rise, an organization that will assist with the planning process. The hope is that they will continue to help facilitate additional plazas across the district.

Blumenauer Bridge

The Blumenauer Bike Bridge launch has been delayed until January of 2022. The project manager for the bridge will connect with the TPAC at some point in the summer to share updates. KMerrill says the delay is due to needing clearance from Union Pacific to be able work over the tracks. AChaillé shares that the Central Eastside will be working with Lloyd District to shape what reopening looks like, and TPAC will have the opportunity to help strategize this communication.



Increased Cleaning + Graffiti Services

There is an additional truck and worker now in the district. We have also contracted with Ground Score on the Bioswale Program. Ground Score offers low barrier workforce opportunities for people who live outside, and they also pay a living wage.

Bioswales Program with Ground Score

AChaillé updates on tomorrow's tree planting program with BES, and attendance of Commissioner Mapps. There will be media coverage of the event and more will be shared with the group.

Commuter Pass

BOlsonKling updates on the Commuter Pass Program. As of the beginning of this year, 71 individuals have applied for and are eligible for ridership. Of those, 33 individuals have activated their passes. She shares that there is representation from 30 different businesses in the District, as well as a small handful of residents. Promotion for the pass will continue to be featured in Newsletters, and in alignment with the Transportation and Golden Wallets.

Quarterly Meeting- Updated Land Use Memo

AChaillé shares the recording of April's Quarterly Meeting with Tyler Bump, and provides a reminder that his updated Land Use Memo will help the TPAC refine the Parking Master Plan update with Rick Williams Consulting. KMerrill and AChaillé met with Rick Williams this week to discuss key indicators, and will be presenting to the Committee in June. Key indicators that were discussed include: large employers and their plans to come back to the district, timeline for kids going back to school, as well as permit sales. AChaillé says they are looking loosely at a relaunching the updated survey in January of 2022, and will align with other partners such as Autodesk, who is performing a survey of all of its employees.

2040 Freight Plan- Francesca Jones, PBOT

FJones joins the call to review the 2040 Freight Plan, as PBOT works to shape the vision, goals, and objectives. FJones shares an overview of the 2040 Freight Plan and how it will be used to move goods through the city while meeting goals for a safe multimodal system which supports economic prosperity, human and environmental health, equity, and livability. She shares three main goals of the plan: Safety, moving people and goods, and asset management with the overarching goal of eliminating death and serious injuries on our roads. There are two questions that PBOT will be asking as they're working on the plan: 1. Will it advance equity and address structural racism? 2. Will it reduce carbon emissions? FJones shares the plan for public involvement, as well as the timeline, which is currently in the middle of the planning phase of research, and outreach to the public and City Commissioners. They will also need assistance from the TPAC in order to help develop and evaluate solutions, as well as implementation strategy. City Council is scheduled to adopt the process in Spring of 2022. All 2040 Freight Plan advisory committee meetings have been recorded, and can be found on 2040Freight.com. The group discusses FJones question: "When you think about freight in Portland, what do you appreciate or value?" DFunk and others agree that Portland's original infrastructure as a port town is of significant economic value. KMerrill asks FJones for a review of the designated road uses of the freight and bike networks of the Central Eastside, which FJones suggests going through with her colleague Roger Geller. AChaillé shares that Roger Geller is on the list to speak to the TPAC in more depth regarding systems.



KMerrill asks about the GHB Report, and if it will take into account how COVID has affected freight practices. FJones that the Report will be an inventory of practices that other cities and countries are doing in order to reduce greenhouse gas emissions when it comes to freight. They will then be able to look at these ideas and to see if these fit into our context of land use and transportation system. FJones confirms that this will be included in the plan. FJones provides her contact information for the TPAC, and would like to come back at a later date for follow-up: 2040Freight@portlandoregon.com.

Parking Permit Exception Request- Policy Development

AChaillé addresses the parking permit exception request from a business owner in the district. Typically the recommendation would be to create a policy that would cover all businesses. She highlights this as a potential issue that may resurface with other businesses across the district. KMerrill shares that in order to encourage healthy businesses, the recommendation must be a blanket policy, as one-off events such as this become a lot of management. She suggests something similar to a co-working space model. KAlldrin shares that there may be temporary use permitting that this business may be eligible for, but that the new system will still require the need to enter license plates. KAlldrin will be responding to the letter with recommendations. AChaillé shares that this will be a part of the Rick Williams inquiry and continue to be fleshed out over time.

Equity Lens & Framework

AChaillé shares the Equity Lens and Framework with the Committee. There is a joint CEIC/CET Board Retreat on Friday where this lens will be presented, with the goal that this document will be utilized moving forward through several decision making processes- including the bylaws for the CET ESD, the budgeting process, as well as the HR manual that is being updated. The DEI Working group has asked to be provided with examples of how the process of applying the lens looks. The group discusses the lens, and RHashagan asks if the equity lens will be applied to decisions made with PBOT, and expresses concerns regarding business leaders making decisions about public funds. KMerrill shares that the equity lens is being used as we recruit for both the CEIC and CET boards, and is also being used as part of our work with PBOT to recruit for the TPAC. AChaillé says that the Diversity Equity & Inclusion Working Group has asked staff how TPAC can be included in to this process, as staff will be asking for the Boards to commit some funding for a Racial Equity Consultant to do a deeper dive into historic land use practices, as well as a consultant to support in the strategic planning process. The group discusses the Equity lens. JBennett asks that the framework be shared with the group before meetings. MSellinger asks if any part of the framework will be backward looking, to evaluate past decisions that have been made. AChaillé shares that we will explore going back through the lens to provide a few examples, stating that the Equity lens will now be implemented for evaluating decisions past, present, and future.

2021-2022 Budget

KAlldrin provides an update of Parking Permit sales, sharing that there have been about 1,100 annual permits purchased (approximately \$350k in terms of surcharge funds) of 3pm today. In comparison, this is down $\frac{1}{3}$ from the last permit year. The permit year begins on May 1st, and parking enforcement will have a 2 week period of warnings. KMerrill shares that the \$600k budget was a conservative estimate, and would like to come back to the Committee in the first or second week of May to provide a budget for consideration. KMerrill shares that there are major safety concerns from employers regarding parking and



their employees, which will be addressed with both the ESD Board, as well as with our Commissioners as how to best handle this public and transportation issue. KAlldrin shares that Net Meter Revenue will not be reconciled until September, as the fiscal year begins on July 1, and includes 51% of the revenue after Operations and Admin costs. Since transactions are so low, they will likely not meet all the expenses of these operating costs. She shares that PBOT is advocating for federal funding to assist in offsetting that cost. Whatever NMR there is generated for one year can be applied for the following year. DFunk says that if we get into the black, it is a negligible amount at least for a time as there are not many meters in the Central Eastside. KAlldrin shares that we're still in a holding pattern. KMerrill shares that the budget is just what we're thinking in terms of being conservative, and will be providing the TPAC with an actual figure on which they can base the MOU, hopefully for approval in May. For the MOU, the TPAC recommendation will go to a public CEIC Board Meeting where they will approve, and will then enter into the MOU beginning July 1st.

Public Comment

MSprague comments on the Equity Lens, sharing that she was impressed with PBOT's Equity Lens as presented at a recent 2040 Freight Plan Committee Meeting. She suggests looking at the diversity of employees in industrial jobs such as truck drivers and forklift operators, and recommends looking for input for BIPOC communities in both the employment and housing sectors. AChailé shares that the strategy for the Equity Lens is to utilize it in the recruitment process and representation from the board. KMerrill also shares that we follow Civic Life's process as well. MSprague's expresses concern about Civic Life, and suggests outreach to PSU and OHSU to see how they are working with the lens. She wants to make sure we are partnering with the correct experts on this topic. AChailé shares this equity lens was developed with people at PSU.

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